Judge Bobes, and Alderm ENT OF THE APRIL TERM EMPANNE ING THE GRAND JURY, MTC.

APRIL 4.—On the opening of this Court this morning, the following mineteen gentlemen having answered to their sames, were sworn as Grand Jurzes:—J. G. Mothet, foreman, Thomas Byrnes, Joseph D. Baldwin, John H. Baker, Alanson Bates, Edward L. Dayton, Francis Godine, George R. Howell, Klas Hatfald, Herman Mana, Samuel McCorlie, John Wan, R. Tengara, Wm. R. Stewart, S. H. St. John, Wm. B. Tompkins, Andrew R. Trotter, Ira Wood, and Edmund M. Young.
THE JUDGE'S CHARGE TO THE GRAND JURY—RUSI-MESS EMPORE THE COURT—RUM SHOPS, LICENSED

RESERVENCE THE COURSE. AND JOSES. LICENSED AND UNLICENSED—LOTTERS AND DARRIES—SECRETS VELL KNOWLESS AND DARRIES VELL KNOWLESS AND DARRIE

TARKANY SOCIETY.—A regular meeting of the Brothers took place at Tammany Hall last evening in the Council Chamber of the Great Wigwam. Some twenty-five of the members attended the call: but owing to some cause they adjourned in rather a hasty manner until the 21st instant, at which time the election takes place.

The Oversity of The Forest Adverse —A reading of the II.

The Greened or the Fourth Avenue.—A meeting of "all persons interested in opposing the opening of the Fourth avenue, and the unprecedented charges of the persons employed on the work." was advertised to be held in Tamusany Hall yesterday afternoon, at 4 o'clock, but the property owners and other persons not thinking fit to attend, no meeting was held.

property owners, and other persons not thinking fit to attend, no meeting was held.

Fire and Accident—At a late hour on Sunday night a fice broke out in an unoccapied house in Fifty-third street, near Sixth avenue, and although the fire depart ment were promptly on the ground, the entire building was totally consumed by the devouring element. It was owned by John Oxborne, or No. 116 Sullivan street. Three men were seriously injured at this fire. Peter Byron had his hand fractured by having it jammed between the tongue of a hose carriage and an awning post. W. H. Crooks was knocked down and run over by Engine No. 24, and badly injured. George Genvien was also run over by another engine and severely injured. All parties were conveyed to the station house, where their wounds were dressed after which they were conveyed to their respective residences.

DANGEROUS ASSAULT.—A man named George McQuade was found by the police lying in the street with his head severely cut and bruised. He was conveyed to the station house in a very weak condition, where his wounds were fromed.

MILITARY.—We have received a copy of the regulations for the uniform and dress of the military forces of the State of New York. Generals, and other inspecting officers, are enjoined to carry its provisions into complete effect throughout their respective commands, and to notice all deviations from it. Also a sopy of the by-laws of the Division Stati. and of the Board of Officers of the First Division of the New York State Militia.

First Division of the New York State Militia.

Who is the Lawren's—Who sold unfortunate Fitzgerald's goods, under the promise of appropriating the proceeds for his defense on the charge pending against him for the murder of his wife, but pocketed the assets and then "cleared out," leaving the accused to his fate? Fitzgerald's property is said to have been worth \$1,000, and was sold for \$500. Own up—return the money.

Human Bones Found.—Some excitement was created yesterday, at the corner of Barrow and Washington streets, in consequence of the finding of some portions of the human frame, which had been exhumed from the basement of the premises. Coroner o'Donnell repaired to the place, where he found a large number of disciderly persons congregated. It appears that a student, attending lectures at the Medical College in Crosby street, had obtained the human remains for scientific purposes, and had not properly disposed of them. The crowd assembled at the place were very disorderly. Some of their number threatened to tear down the building, but Capt. Lovett, of the Nieth ward, with a large force of police, succeeded in dispersing them before any violence was committed.

Postronid on Account of the Washure.—The annual

POSTPONED ON ACCOUNT OF THE WEATHER.—The annual parade and drill of the City Guard, at their armory, No. 659 Broadway, was postponed yesterday, on account of the severity of the weather, until 2 o'clock, P. M., on Thursday, when this fine company will parade in full uniform.

Correction.—In Monday's Herall we stated that Peter Van Nostrand fell through the hatchway, from the first stery of the book bindery establishment No. 12 Frankfort street, to the ground floor and was killed. It should have been Peter A. Ostrom, Jr., who was an apprentice in that establishment. The deceased lingured three quarters of an hour at the New York Hospital, when he died. He was about eighteen years of age.

Postroned—The pews of the Church of the Divine Unity, situated in Broadway, near Prince street, which we to have been rented last evening, are still unlet, on account of the severe state of the weather, there having been but a few members present.

Account.—About four o'clock vesterday morning.

ACCIDENT.—About four o'clock yesterday morning, as the driver of a beer wagon, in Rose street, was stepping off the vehicle, the horse attached started and ran off, dragging him along the street, and before the animal could be stopped the wheels passed over his bedy, inflicting very serious wounds, and bruising both his legs.

U.S. Circuit Court.

Before Hon. Judge Nelson.

THE KAINE EXTRADITION CASE.

APRIL 4.—The Judge inquired if counsel were prepared to proceed with the case of Thomas Kaine, claimed by the British government as a fugitive from justice?

Memm. James T. Brady and Richard Busteed, who appeared on the part of the alleged fugitive, were ready, but or the application of Mr. A. L. Jordon, counsel for the distance, the case was adjourned until this (Tuesday)

The Galveston New of the 25th inst, gives the following account of an explosion on board the stamboat Farmer, about 11 o'clock on the night of the 23d, when she was about tee miles from Galveston, in the bay, on her way from Houston, by which calamity a large number of lives were lost, and many persons were more or less injured.—

In sistemers Noptune and Farmer again undertook to The sistemers Noptune and Farmer again undertook to The sight of Galveston.

About 11 evicion, the Farmer blow up a little west of Pelican Island, in sight of Galveston.

The number of filled and wounded has not yet been ascertained. The Neptune was close by when the explosion took place, and inmediately took off the survivors, and rome of the killed and wounded.

Among the killed were S. K. Hart, W. Hubby, T. Hale, the assistant barkseper, and isveral others.

Messing and supposed to be killed are Captain Webb, the commander; Thomas Pritchard, the clerk; Caleb Robertson, who kept a coffee house in this city; William Warner, second engineer, and C. H. Sterns.

Among the wounded are Mr. Dixon; Blakeman, the mate Cartis, the engineer; McCornick, the pilot; G. Hunter, of Cincinnait; and McReynolds.

The ladies all escaped unburt. We learn that the Neptune was about an hour employed in taking off the killed and wounded. The scene of distress is described as heart-ronding in the extreme. The Neptune returned immediately, after discharging her passengers, to renew the search for missing and has not yet got back.

We learn that there were some fifty passengers on the Farmer, but we cannot get a list of names.

Mr. E. M. Stackpole was alightly wounded. It is said that he was exprostulating with Captain Webb against such reckless exposure of the lives of his passengers when the beat blew up, and was getting the passengers to sign a written protest.

Mr. Dunley, carpenter, list did this morning about 10 o'clock. The mail, books, papers and money are lost. The boilers are also totally gone. We add the names of some of the passengers who were saved—

C. M. Hubby. W. Snodgrass, Mr. McCown, T. Martin, Rev. Mr. Petway, Chas. Branard, Mr. Turley, slightly hurt; J. P. Davie, Mr. Meneynolds, of Galveston, swarely scaled and leg broke; E. M. Stackpole, of Palestine, slightly hurt; Mr. Brandy Mr. Martin, and the service of the humber of our citizens, spont most of vertices, slight

known. Also, two negroes of Mrs. Gardinor: one do. of Capt. George Delesdernier; one do. of James Cox, of Houston; one do. of Thomas Westrop, died yesterday.

Of the crew saved without injury, are three negroes of Thomas Westrop; one do. of Mrs. Gardiner; one do. of Col. John Manly; one do. of Capt. Brown; second cook, name not known. Friiz, a German, was wonneed; also another German was slightly hurt.

The e make fourteen of the crew saved, provided the wounded all recover.

Messrs. McKeynolds, Dixon, Hale, and Hunter, are all considered in a very critical condition

Passengers killed, whose bodies have been found, sight; officers and crew killed, thirteen.

Passengers excaped, including wounded, twenty; adding to these eight killed, and supposing, according to the best information, that the total number of passengers was forty-five, we have seventeen others missing, and consequently killed, making the total number of souls lost thirty-six.

FURTIME.—The steamer Star State again returned from the wreek of the Farmor at half-past two o'-lock this afternoon, bringing the bodies of Captain Webb, Thomas Pritchard, clerk, A. F. Dunley, carpenter, and a German, (name unknown,) who was a passenger. Three of these bodies were found by grappling about sixty yards ahead of the wreek. It is known that there are five others killed, whose bodies have not been recovered. One of these, the second ergineer, it is supposed, was blywn to atoms, as the bricks of the furnace were scattered with much apparent force in the direction of his usual position.

It is believed that but a small amount of money was in the clerk's charge, as the safe which Mr. Pritchard, the second clerk had formerly held the key of, was sold in the clerk's charge, as the safe which Mr. Pritchard, the second clerk had formerly held the key of, was sold in the clerk's charge, as the safe which Mr. Pritchard, the second clerk had formerly held the key of the other. As the recond clerk had then no safe into which to deposit money, we presume that he would not

would be split for kindling purposes. New Overland Route to the Pacific:

New Overland Route to the Pacific:

[From the Fort Smith (Ark.) Herald, March 19.]

We give below a letter from Colonel Miles, Third Infantry, U. S. A., now stationed in New Mexico, making known that a new pass has been discovered from Albuquerque, seventy-five miles from Santa Fe, New Mexico, to San Francisco, California, a journey of twenty five days for loaded wagons. It will be recollected that the emigrants from their place in 1849, passed through Albuquerque, on their journey to California. Had the new pass then been known, the trip from this place would have been made in two months.

The information in regard to the discovery of this new route, which, no doubt, is the one known as Walker's Pazs, settles the question as to the route for the Pacific Raiload—direct from Fort Smith via Albuquerque, to San Francisco, California. The route by El Passo, through the Mexican provinces, is now sut of the question. The road can now be built all the way within the limits of the United States.

According to the report of Castain Marcy, made in 1849, the road to Santa Fe is as good as any road in the known world, the distance being 350 miles from Fort Smith to Santa Fe. Albuquerque is about the same distance-following the Santa Fe road to the first settlements in New Mexico, where the road forks to the left goes to Albuqurque. We look forward with greatamxiety to the report of Captain Marcy, which is new being printed, which gives an interesting account of the expedition to the head waters of Red river, under the Captain, during last summer, and which will make known the character of a country hitherto unknown to the civilized world. This region lies immediately between Fort Smith and Albuquerque, and is a beautiful country, according to the description given us by Captain Marcy, susceptible of sustaining a large population, and abounding in minetal wealth.

Fort Fillmore, M. M., Jan. 4, 1853.

and Albuquerque, and is a beautiful country, according to the description given us by Captain Marcy, susceptible of sustaining a large population, and abounding in mineral wealth.

FORT FILMORE, N. M., Jan. 4, 1853.

A month ago I wrete to your Representative in Congress, Mr. Johnson, and told him of the near route discovered from Albuquerque in New Mexico to San Francisco in California—a journey in distance of not over twenty five days for loaded wagons, as Albuquerque and Fort Smith are on the scame parallel of latitude, 35 and a few minutes. This discovery is exceedingly important to Fort Smith, it being only ten degrees in longitude from the former. For one hundred miles east of Albuquerque a road can be made without trouble as good as could be found in any country. This is as far East as has been explored. No doubt the balance of the lat Dragoons, says he has explored west of Fort Smith and north of the Canadian to the Salt Plains—upwards of 350 miles, (about half way)—and at all times he found good water, plenty of wood, and fine grazing.

I propose that the troops should open this road and locate four postson it. One on the Peros, crossing parallel 30 deg. north latitude, the other on the waters of the Canadian, near parallel of longitude 103 west, the next also on the branches of the Canadian, in the neighborbood of parallel 101 deg. west longitude, and the other on the cane parallel of the first Fort Arbuckle, on farther east, the two latter by troops from the seventh military department, the two former by troops from New Mexico. The post on the Pecos to be the main depot for New Mexico, instead of Fort Union, and all supplies to be drawn over the shorter route from Fort Smith. That treaties he made with the Jickarie and Muscalerie Apaches, residing cast of Albuquerque on the line of this road, and they removed west of the Rio Grande on to the Gila.

That the mail route monthly or semi-monthly be made letworn Fort Smith and Albuquerque, (in mail stages,) insicad of to Forna Anna, which is near 200 mile

SUICIDE OF A NEW YORK GIRL.—An inquest was held this morning on the remains of Mary Trainer, an Irish servant girl, in the family of Mrs. Dillon, in Carpenter street, below Fifth. The deceased committed sulcide by taking a portion of some arsenic which had been porchased for the purpose of killing rats. The motive which induced the rash act cannot be divined. The girl was but seventeen years of age. Her parents reside in New York.—Philadelphia Bulletin, April 2.

HEW BOUTH TO RYBLOURE AND THE THET. A project has been started to build a railread from Heboken to Syracuse, by the way of Sufferns, Montgomery, 'The Traps' of the Shawmgunk mountains, and Delhi. This line will pass through Orange, Ulster, Delaware, Otseyo, Chemange, Madison and Onondaga counties, in this State. It will make a diagonal cut directly through a populous and rich country, capable of sustaining a road of itself, and will be one hundred and sea miles shorter than any other route between New York, Syracuse and the Weef. This route, if constructed, will open an entire new arenue of trade for our city, and is warthy of the highest consideration. We are informed that the people along the line are very actively engaged in favor of the undertaking, and have made the necessary arrangements to have a survey of the entire route.

PHILADELPHIA, WILMINGTON AND BALTIMORE ROAD.

PHILADELPHIA, WILMINGTON AND BALTIMORE ROAD. PHILADELPHIA, WILMINGTON AND BALTIMORE ROAD.

The Superintendent of the Philadelphia, Wilmington and Baltimore Railroad has established and put in force a number of excellent regulations to prevent accidents as the trains pass through the cities and towns on the route. A runner procedes every train or engine as it passes, with a red lag in daytime, and a red lantern at night. The engine bell is to be sounded continually, and other arrangements are made which will prevent any accident.

The following is the spring arrangement for the run-ning of the trains, to commence on Monday, April 11th,

ing of the trains, to commence on stonary, april 1144, 1853:—

Going West—Leave Albany at 6:30 A. M.; 7:30 A. M.; 9 A. M.; 1020 A. M.; 5 P. M.; 11 P. M.; and an emigrant train at 12 M. Going Ead—Leave Buffalo at 5:30 A. M.; 8 A. M.; 10 A. M.; 5 P. M.; 11 P. M.; and an emigrant train at 12 noon.

THE PACIFIC RAILROAD THROUGH TEXAS.

The Fan Antonio (Texas) Ledger publishes a latter from a Mr. Evans, an explores, well acquainted the form at the Ead of the Proposed railroad to the Pacific The Ledger endorses Mr. Evans, opinions as well worthy of consideration. We clip from this communication such suggestions and statements as will be found interesting to our readers.—

The best route for the Louisiana branch of the Pacific railroad is from New Crieans to and across the Sabine river, at or near the point where the Louisiana line leaves that river, thence in a direct line to the vicinity of the Health of the Proposed and the Propose

LOGANSPORT AND OQUAWKA ROAD.

A consolidation of the Logansport, and Pacific, and Pegria, and Oquawka Railroad Companies, has been consummated. The contract has been signed, scaled and delivered.

Summated. The contract has been signed, scaled and delivered.

ALBANY AND SAVANNAH ROADS,
The Chief Engineer of the Savannah and Albany Railroad Company visited Albany in the early part of the present week, and from that gentleman we learn the following particulars of the survey. A line was completed from Savannah to two different crossings on the Altamaha, teme two weeks since. The distunce is fifty miles—seven miles less than appears by Bonner's map of Georgia. One of these crossings is in the upper part of McIntosh, and the other above, in Liberty county. Another favorable crossing may be obtained in Tatnall county, near the mouth of the Ohoopee river. The two lines have been connected on the west of the Altamaha, and the survey has preceeded about forty five miles, in the direction of Albany. The whole route is, so far, very favorable—no cut or fill except near the Altamaha crossing exceeding ten feet. The extreme grade is thicty feet to the mile, and even this is seldom necessary. The distance from Albany to Savannah, by this road, will not be much, if any, over one hundred and eighty miles.

MISSISHPH AND ATLANTIC ROAD.

miles.

MISSISSIPPI AND ATLANTIC ROAD.

The President of the Mississippi and Atlantic Railroad has advertised for proposals for constructing one hundred and twenty-four miles of that work. This is the read the Illinois Legislature refused to charter.

The Inmos Legislature retused to charter.

NEW ALBANY AND SALEM ROAD.

The New Albany (Ind.) and Salem road is now running tweive miles into Pulaski county. Two weeks since the work of laying the iron was commenced at the Lafayette end, working now both ways. The road will be completed through in a very short time.

pleted through in a very short time.

ILLINOIS CENTRAL ROAD.

The first fifty five miles of the Chicago branch of the Blinois Central Ballroad, from Chicago to the Kaukakee, will be open for business during the month of May next. The tines layers will continue south of the Kankakee, during the summer, and reach Urbana, 125 miles south of Chicago, in all this year.

GALENA AND CHICAGO ROAD.

The Galena and Chicago road will be opened to Freeport, in Stephenson county, by the 1st of August.

port, in Stephenson county, by the 1st of August.

LOGANSPORT AND CHICAGO ROAD.

The latest news from the engineers on the Logansport and Chicago Road, was from the Kankakee, which was reached on the 23d. The "air line" is found, so far, to go ever a route that is as favorable for building a road upon as any that could be found. The Blue Sea, and other swamps, that were anticipated as formidable obstacles to the road, were left considerably to the cast.

The Alton Courier states that the Central Railroad Company is getting on well with its road in the interior, making every exertion to push their work to an early completion. They are hindered, however, by a lack of laborers, who seem to be scarce in comparison with the great amount of work now in progress in this section of the State.

Some of the railroad companies in Illinois are importing men direct from Ireland. This is a good movement, and now that the spring is fairly opened, there will be ample employment for all who come.

The Peoria Morning News says that eighteen hundred men are now working on the first division of the Central Railroad, which extends from Cairo to the Big Muddy, about fity miles.

The citizens of Nashville and Davidson county, Tenn. on the 10th alt, voted on the question of subscribing for stock, according to the provisions of a law of the last Legislature, to certain railroads, as ordered by the county court. The specific subscription to each road is as follows: Northwestern Railroad, to be paid in county Northwestern Railroad, to be paid in county

bonds. Tennessee and Alabama Railroad, to be paid in county bonds. 200,000
Louisville and Nashville Railroad, to be paid in 200,000
Edgefield and Kentucky Railroad, to be paid in county bonds. 200,000

Funeral of a Slave.—At a funeral of an aged and faithful slave, which recently took place at Lynchourg, Va., five hundred colored persons attended. Nearly all of those were slaves who had been released from labor by their masters in order that they might pay the last tribute of respect to honesty, and duty well discharged. In the procession there were also some dozen private carriages of the citizens, sent by their owners as a token of their respect to fidelity, however humble may have been the occupation in which it was exhibited.

Sunday Amusements in New Orleans.

FIGHT BETWEEN GEN. JACKSON AND SANTA ANT. A few days since we gard the announcement of a fight between a bull and bear that was to take place near New Orleans on Sunday, the 27th ult. The fight came off as announced, and is chronicied as follows by the New Orleans Orescent of the 28th March:

Tosterday, pursuant to public notice, came off at Gretna, opposite the Fourth District, the long heralded fight between the famous grizzly bear General Jackson, (victor in fifty battles,) and the Attakapas bull Santa Anna.

(victor in lifty battles,) and the Attarapas out canalana.

The fame of the coming conflict had gone forth to the four winds, and women and children, old men and boys, from all parts of the city, and from the breasy banks of Lake Pontchartrain and Borgne, brushed up their Sunday suit, and prepared to see the fun. Leag before the published hour, the quiet streets of the rural Greina were nilled with crowds of anxious denizons, flocking to the arena, and before the fight commenced such a crowd had collected as Gretna had not seen nor will be likely to see

collected as tretta has not seen hor will be likely to see again.

The arena for the sports was a cage twenty feet square, built upon the ground and constructed of heavy timbers and iron bars. Acoust four or five thousands and constructed of heavy timbers and iron bars. Acoust four or five thousands are many thousands. About four or five thousands persons assembled, covering the seats as with a cloud, and crowding down around the cage, were within reach of the bars.

The buil selected to sustain the honor and verify the pluck of Attakapas on this trying occasion was a black animal from the Opelousa, lithe and sincey as a four year old courser, and with eyes like burning coals. His horns bore the appearance of having been filed at the tips, and wanted that keen and slashing appearance so common with others of his kith and kin, otherwise it would have been "all day" with Bruin at the first pass, and no mistake.

The bear was an animal of note, and colled General Jackson, from the fact of his licking up everything that came in his way, and taking "the responsibility" on all occasions. He was a totaed looking boast, very lean and unamitate and the season of the se

Awful Calamity—Eight Persons Burnt.—
The startling intelligence reached this place yesterday morning, about 10 o'clock, says the Cheraw (S. C.) Gazette, of the 30th ult, that the jail of the district was consumed by fire, together with all the prisoners confined within its walls. This report was soon confirmed by the following letter from Dr. Craig, clerk of the court, to which we refer for particulars:—

Chesterfield jail was consumed by fire this morning about three o'clock, destroying the lives of eight persons. The fire was first discovered in one of the front rooms, used as a cook room. When first discovered it was then too late to render a-sistance to the prisoners up stairs sufficient to enable them to make their escape. The memes of those consumed are Mandaville H. Hall, Robert Dicksen, John Part, Francia M. Hall, William Grooms, and Malcolm Martin, prisoners; Mrs. Martin, wife of Malcolm Martin, John Martin, brother of Malcolm Martin, The last two were on a visit to Malcolm Martin. Jas. W. Jowers and Rich'd Dickson were discharged yesterday, so they ecaped. W. W. Campbell was in the debtor's room and was turned out in time to be saved. Every exercition was used to save the lives of the prisoners and building, but all failed. ertion was used to sav-building, but all failed.

RAILROAD ACCIDENT AT PITTSBURG .- A man RAILROAD ACCIDENT AT PITTSBURG.—A man, whose name is supposed to be Holton or Colten, was run over on the Pennsylvania Railroad, in Pittsburg, on the 1st inst., by a tender attached to the locemotive, and instantly killed. The body, after laying on the street for a short time, was conveyed to the Mayor's office by order of Coroner Lowry. The deceased was mangled in a horrible manner—one of the legs was severed from the body, and cut almost to pieces; the heart and head were hurt badly, and other portions of the body much bruised. Two wheels of the tender passed over the person of the deceased. Certain evidence which was brought out before the coroner's jury, to the effect that Colton was killed by means of the locomotive engine running at a speed greater than is lawful, and withrunning at a speed greater than is lawful, and without the customary warnings, induced the Coroner to arrest the engineer, and he was accordingly committed to prison on a charge of murder. A writ of haleas corpus was subsequently taken out, and the prisoner finally admitted to bail in \$1,500, to answer the always of soluriors managements. the charge of voluntary manslaughter.

Taking the Veil.—On Monday morning a very interesting ceremony took place in the chapel of Sisters of Mercy of this city. Four of the Sisters were admitted to the solemn profession of the Order. Eight Rev. Bishop Van de Velde celebrated at halfpast 6 A. M., assisted by the Rev. I. A. Label, of the French Church. The four ladies who made their profession were Euphrasia, Alphonsa, Victoria and Jane Frances de Chantal, previously known by the names of Mary Kinselia, Josephine Butler, Celine Bosset and Catharine Grogan. Immediately after Mars, before the reception of the black veil, the Rev. F. Gleizel, of St. Louis, delivered a discourse on the happiness of a religious state of life. Among those who assisted at the ceremony were the Very Rev. J. A. Kinsella, brother to Sister Euphrasia, Rev. Mr. Label, uncle to Sister Victoria, Rev. Wm. Clowry, of the University of the Lake, and several friends of the institution.—Chicago Demecrat, March 31. TAKING THE VEIL On Monday morning a

United States and Prussian Closed Mail.—
By existing regulations in Prussia, letters received from the United States, exceeding in weight three and a half ounces, and which contain articles other than written matter, or coined money, cannot be treated as mail matter; and it is requested that packets of this description be withheld from the United States and Prussian closed mail. The despatch Pest Offices at New York and Boston are instructed to take note of, and be governed by, these regulations accordingly. regulations accordingly.

Domestic Miscellany.

Three persons confined in the Ballard county (Ky.) jail effected their escape last week, by cutting a hole in the floor and undermining the foundation. One was a Methodist preacher, confined last winter on a charge of murder.

The whole number of deaths in the city of Portland, Me., daring the year ending March 31st, 1853, was 428; of this number 212 were males, and 216 females, 138 died of consumption. During the previous year the deaths numbered 345.

The building used by the Masons and Sons of Temperance, at Jacobsport, Coshocton county, Ohio, was destroyed by fire, and the books, regalia, &c., of the societies burned up.

Mr. James Davidson was so severely beaten in a drunken frolic, in Rochester, Coshocton county, Ohlo, on the 15th ult., that he died in a few hours. John Miller has been fully committed by Recorder Clark, of Utica, to take his trial for arson in the first degree (a capital offence) in setting fire to a brew-ery where persons slept, in the night time.

The wooden paper mill at Manayunk, occupied by Messrs. Reed & Blount, and Messrs. Haley & Bushler, together with about a dozen adjoining houses, were destroyed by fire on Sunday morning.

Personal Intelligence.

A. F. Monree, U. S. Navy; L. A. Williams, U. S. Army;
Attorney General Chatfield, Albany; Hon. T. B. Van
Buren, California; Hon. G. W. Wright, ex Congressman,
do., were among the arrivals at the Metropolitan Hotel

The following are the clearances from the Atla for the Pacific, since the first of March, (out whalers):—

1 Mile He	MAAIDE.	Boston		the Larro.
David Sa	rries - var	I. PRIME	Junta del	LIBROIS
g gling	S. Bishop	Phu	mais.	-
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	rprise	**		16
Ohio Au	ondale	Raltimo	re	**
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charp ac	orm King		Semental.	44
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11—Ship he	utus	Dostou.		46
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14 Smp K	istia	New 1	V.	nameleo.
10-BATE PT	ristia	Boston		Francisco.
10 Ship 26	aman's Bride	New It	PKSE	FIBROIM
17—Ship Fi	des		****	**
18-Ship La	ntao		****	.4
IV-Ship W	itcheraft	***	****	64
				- 44
22-8hip F	igate Bird	Philade	phu	
23—Bark Pa	rthion	Richmo	and	46
24—Ship Cli	max	Boston		
28—Ship Ar	telope	New Y	ork	
Ship At	ghan	***	Pa	nama.
23-Ship He	atrice	Hoston		Francisc
Schr L.	P. Foster	***	Pu	get Sound
31 -Bark Ar	mazon	New Y	ork Sar	Francisc
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April.	The second second			
2-Ship Ha	rriet Hoxie.	New Yo	ork San	Francisc
Shin Ch	escent	66	TO STREET VALUE OF	6.6

A SOLDIER DRUMMED OUT OF THE SERVICE IN CANADA.—Yesterday morning, a private named Charles Martin, belonging to the Rifle Brigade, was drummed out of the service in the customary disgraceful (to him) manner, in the Tete de Pont Barracks. It would appear that this man, while confined in jail for some civil offence last summer, applied to the sheriff for permission to hang the Indian, Henry, his fellow prisoner, convicted of murder; and as men of his stamp are rare to be met with, his services were accepted, and the disagreeable duty done and paid for. This matter came to the ear of the colonel of the Rifle Brigade, and as the man was still a prisoner when the battation left for Quebec, there was no disposition manifested to allow him to rejoin his regiment. Consequently he remained in Kingston, confined to barracks, ever since. Meanwhile application was made to the Horse Guards, and instructions were received to drum the fellow out; which, as Col. Prince would say, was done accordingly. Owing to the kindness of Col. Young, who was present at the drumming, the fellow was allowed to escape out of the back gate of the barracks, for had he come out of the front gate, the crowd waiting for his advent, many of them armed with sticks and stones, would not have allowed him to escape with his life.—Kingston British Whig, Apral 1. A SOLDIER DRUMMED OUT OF THE SERVICE IN

UNITED STATES DISTRICT COURT.—No calendar till Wednesday.
SUPREME COURT.—Special Term.—Nos. 8, 16, 18 to 24, 26

SUPREME COURT—Special Term.—Nos. 8, 16, 18 to 24, 26 to 31.

SUPREME COURT—Circuit.—Part First.—Nos. 432, 55, 361, 392 to 394, 366, 405, 442 to 447. Part Second.—Nos. 973, 977, 984 to 996.

COMMON PILAS—Part First.—Nos. 535, 436, 437, 440, 441, 442, 446 to 449, 468, 473, 474. Part Second.—Nos. 573, 8, 186, 153, 189, 200, 300, 324, 387, 389, 410, 470, 491, 443, 446.

SUPEMIOR COURT—Two branches.—Nos. 17, 18, 39, 41, 42, 43, 44, 48, 53, 55 to 62, 64, 65, 67 to 90, 92 to 100.

MARITIME INTELLIGENCE.

- A STATE OF THE S		AND ADDRESS OF THE PARTY.	CONTRACTOR OF THE PARTY OF THE
Mov	rements of O	can Steams	ra.
NAMES.	1.FAVEH	POR	DATE.
Arctic	Liver pool	New York.	Mar 23
Europa	Liverpool	New York.	Mar 26
Washington	Southampton	New York.	Mar 30
	New York		
Georgia	New York	Aspinwall.	Apl 5
Star of the W	est. New York	San Juan	Apl 5
Asia	New York	Liverpool	Apl 6
Merlin	New York	St. Th. & Be	ermApl 7
City of Norfol	kNew York	Australia	Apl 9
Franklin	New York	Havre	Apl 9
Ningara	Boston	I averpool	Apl 13
Atlantic	New York	Liverpool	Apl 16
Europa	New York	Liverpool	Apl 20
Washington	New York	Bremen	Apl 23
Golden Age	New York	Australia	abt May 15

HERALD should be sealed.

Port of New York, April 4, 1853.

CLEARED.

Whelen.

Whelen.

Combis.

Combis.

Combis.

Cleared.

C

E Cunard.

Bark Louvre (Nor), Togerson, Newcastle, E, 80 days, to W Fox. Experienced heavy weather on the passage.

Bark Adeline, Garange, Castle la Mar, via Gibraltar, 68 days, to Foster & Nickerson. No date, lat 25, lot 43 30, spoke bark Petrel, 9 days from Philadelphia for Rio, Janeiro.

43 36, ajoke bark Pettel, 9 days from Philadelphia for Rio Janeiro.

Brig Puncau (of Warren), Robinson, Mayagnez, PR, to 18 days, Nelson Place. March 30, lat 36 30, lon 70 03, spoke bark Kleber, 15 days from Mobile for Gronstadt.

Brig Bonaparte (of Machina), Foster, Ponce, PR, March 20, to Thompson & Hunter.

Brig Albert Fearing (of Eastport), Yeaton, St Johns, PR, March 22, to Maitiand, Phelps & Co.
Schr Willow (of Eoston), Dyas, Gunyama, PR, 14 days, to G B Deforrest & Co.
Schr Don Nicholas (of Yarmouth) Drinkwater, Ponce, PR, 15 days, to Overmann & Gruner.

Schr John Adems (of Frovincetown), Smith, Tampico, 22 days, to D N Pedrofey & Co.

Schr Sterling (Br), Barker, Cornwallis, NS, 12 days, to T Le Welfe.

Schr Frances Satterly, Davis, Savannah, 5 days. Schr Frances Satterly, Davis, Savannah, 5 days.
Schr Cheapeake, ——, Virginis, 2 days.
Schr Adriance, Harrison, Portland, 6 days.
Schr Adriance, Harrison, Portland, 6 days.
Schr Silas Brainedd, Coe, Portland, Ct, 2 days.
Schr Silas Brainedd, Coe, Portland, Ct, 2 days.
Schr Silas Brainedd, Coe, Portland, Ct, 2 days.
Schr Silas Brainedd, Wareham, 3 days.
Schr E H Nash, White, Bridgeport, 1 day, for Jackson-tille.

ville. Sloop America, Sturges, Providence, 2 days.

Memoranda.

LAUNCHED—At Robbinston, Mc, 25th ult, by John N M Brewer, a clipper bark of 340 tons, called the Spencer Kirby, in henor of Mr Kirby, connected with Geo Law's Steamship Company, owned by the builder, and by Capt John Trecartin, formerly of brig Broome. She will be employed in the Cuba trade, and will be commanded by Capt Trecartin.

Herald Marine Correspondence. Arrived—Steamer Virginia, Teal, Richmond; bark Jno Welsh, Ames, Palermo; brigs Wheaton, Wooster, East-port; Venus, Orr, Cardenas; Lucy Atwood, Atwood, Ma-tsmas; schrs Sami Lenox, Lenox, New York; Alice Mowa, Pike, Calais; G W Cumming, Nowell, Newburg; Empire, Sampson, Plymouth, NC; Mary Peavey, Sampson, East-port.

San.psch. Frj. Bouth, Re., San. Francisco; Grey Port.
Cleared.—Ships India, Bearse, San Francisco; Grey Eagle, Daniels, Rio Janeiro; brigs Osceola, Farrell, Demarara; Abbott Lawrence, Crossell, Boston; schre S M Wales, Silliman, Permunbuco; John Polk, Johnson, Stonington; Martha Wrightington, Wrightington, Fall River; Samuel Lenox, Lenox, Troy; B F Reeves, Shaw, Lynn, Mass.

Missing Vissels.—Schr Pacalangi, (of Provincetown) salled from Boston, Dec 14 for Cape Haytien, Jas Sparks, master, aged 52 years, of Provincetown; Beoj H Hodgkinson, mate, of Quincy, aged 24; Richd Tines, cook; James H Kidder, of Charlestown, Mass, Charles Prince and Jacob Sanders, seamen. On Dec 17, the P was seen by Capt Cook, of the bark Susan Jane, of Boston, lying to in a gale. On Fee 29 lat 2634, lon 55 40, bark Lafayette, Allen, of New Bedford, reported passing a schooner bottom up, answering the description of the Pacalangi. The P was a new vessel, on her first royage, 123 tons, valued at \$5,000, and insured in Provincetown for \$1,900. Schr Sunbeam, of and from Provincetown, sld Dec 14 for St Thomas, since which nothing has been heard from her. Capt Geo Stull, of Provincetown, was master, aged 43; Robt J Loyde, of Nova Scotia, mate, aged 22; Jas T Austin, colored man, cook; James Philman and John M'Lollan, seamen. She had also as passengers Capt J H Hilliard, of the firm of T & J H Hilliard & Co. of Provincetown, aged 42; a German carpenter from East Boston, aged about 23; and a boy from the vicinity of Worcester, aged 15. The Sunbeam was a good vessel of 109 tons, 5 years old, valued at \$4,000, and insured in Provincetown for \$2,700. Disasters, &c.

Schr Pacalangi, (of Provincetown)

for \$2.700.

Sin Polan Stan, from Boston for Norleans, which put into Nassau after striking on the Moselle Shoals, struck on the 9th ult., and after the crew had vainly endeavored during the day to get her off, was got affect by wreckers, after lightening her of about one fourth of her cargo, which they received as compensation, among which were several packages for the Choctaw agency; the goods, it is stated, will probably net the salvors \$30,000. They had sold a portion. Vessel usinjured, and valued at \$40,000.

SHP GOLDEN FAGLE, from NOrleans for St Peteraburg, was ashore at the mouth of the False Pass, 27th uit. SHIP SOUTH CAROLINA, Sanford, at Mobile 24th ult from Liverpool, and Dublin, Skolfield, at do from Glasgow, each lost an anchor and chain during a gale, off the Isaacs, 14th.

14th.

SHIP ORDERN, Norwell, lost on Grand Bahamas, was
coaded with railroad iron and crockery, part of which was
aved. The passengers would probably be taken on by
the Polar Sta

Bank Yawum, Res. askers at Abace, was leaded with wine, preserved fruits, brandy, in.; part saved. The thirty minutes after striking.

Bank Wansen, Flanders, sunk near Orange Keyn, set on a knoll where some ship had thrown over a quantity of ballast, bearing S W by S, distance aix or seven miles. She was leaded with empty easter, is a total loss.

""" John Galburn, of and from Boston for M Original was the vessel seen on shore at S P M, 30th ult, near the Highland strick in the Chan Cod. The see was viel shooth, as head her molesses landed and half of the sugar; the latter damaged. The vessel is full of water, and it is thought will be a total loss.

Sche Captral (of Hampden, Me), Campbell, from Jeremie for this city, which put into Nassau in distance, would be refitted as a topsail schooner, the spars now in her being used. Her cargo, coffee and log wood, would only be discharged in part; 63 bags, so far, had been reported damaged.

Sche Marmal Jank, Bovington, hence for Corpus Christi, is stated in a letter dated, Aransas, Texas, March 15, to be "well up on the beach of Mustang, unloading by boats when practicable. One half the cargo aswed in good order and in warshouse." The same letter says the "wreck of the schooner George Lincoln, on the south end of Mustang, sold a few days rince for \$375. It was bought by the captain and pillot.

Sche Surky, of and from Rockland for Boston, with molasses, put into Charleston 29th ult for repairs, having aprung a leak on the third day out.

Sche Surky, of and from Rockland for Boston, with lime, took fire and put into Townsend Slat ult. Every effort was made to extinguish the fire, without effect, and she was run ashere and stripped; hull and cargo a total loss.

Whale men.

Whalemen.

Arr at St Thomas March 12, Janet, of Westport, oil not

Whalemen.

Arr at St Thomas March 12, Janet, of Westport, oil not stated.

At St Catharines Dec 6, by letter from Capt Harps, George Washington. NB, oil not stated. Capt Hards lees been sick with fever, contracted at Cape Verd Islands, but was recovering, and expected to sail for River of Plate in a few days.

A letter from Capt Smith, of brig Eschol, of Truro, reports her, Feb 18, off Bonaire, with 60 bbls sp oil. Also reports, supposed in the vicinity, the Walter K, Tillson, of Provincetown, 80 sp. Jane Howes, Leyle, of 40, 60 sp. Samuel Cook, Smith, do, 50 sp; Phomix, Puffer, do, 220 sp.

The Sag Harbor Corrector states that schr — — Cocwin, of direcuport, made hee first trip shore whallage abt 5 weeks since, arriving at Groenport March 25, with a whale which made 41 bbls oil. She sid again 20th, and returned 1st inst, bringing another whale which made abt 70 or 80 bbls. Whales were seen every day during the first cruse, but the weather was so rough they could not be taken. A whale was struck 20th nit by a boat's crew from Amaganseit, but was not taken.

Spoken.

Ship Esther E Barney, from Boston for Apa'achicola, March 11, off Abaco.

Ship Costello, from Liverpool for New Orleans, March 21, oil Tortugas.

Ship Cean Star, Lord, from Boston for New Orleans, April 1, Cape Cod W 10 miles.

Big Mechanic, of Harpswell, from Port'and for Matanzas, March 22, lat 24 19, lon 64 05.

Antwent—In port March 16, ship Roger Stewart, Skot-

Ship Ocean Star, Lord, from Boston for New Orleans, April 1, Cape Cod W 10 miles.

Big Mechanic, of Harpswell, from Port'and for Matanzas, March 22, lat \$4 19, lon 64 05.

Foreign Ports.

ANTWERP—In port March 16, ship Roger Stewart, Skot-field, from Hull, str. 18th. to load for NYork.

BERNUDA—Air March 18, brig Swan, Pierce, NYork. Cld 19th, brig Grifin (Br), Webb, Baltimore.

BURNOS AYINS—In port bark Edward Koppisch, Upton, unc; others as before. Sid Jan 24, bark Almeido, Carney.

Matanzas.

At de Feb 20, ships Parara, for NYork, few days; Chilo, for Boston, ldg; barks Manto, do do; Juniata, for NYork, next day; Manchester, Upton, for Salem; El Dorado, for Baltimore; schr Arctic, Hunt, from NYork about Dee 5, disg.

Chrydros—Arr March 28, brig W H Spear (not Spead), Lappher, Kingston, Ja.

HAYNE—In port March 17, ships Caroline. Conner, from Challeston, just arr; Fortitude, Lord, for NYork, log; Germanis, Wood, do do; and others as before.

Kingston, Ja—Arr March 11. brigs J A Lancaster, Gifford, Philadelphia, and sld 21st for Wilmington; 16th, W H Spear, Lanpher, do, and subsequently sld for Cuba (see Clenfuegos); 17th, schr Minnie (fr), M'Donald, New York; 21st, bark D S Goodell; achr Eliza Ann.

Melnourke (Australia)—Arr Dee 20, ship Ocean Fagis, Somers, hence (not Liverpool), Sept 14.

MARIE.—Arr March 21, brig Mazatian, Dix, Havans.

NASSAU, NP—In port March 20, schr Polar Star, Pearson, from Boston for New Orleans, detained by contrary winds (will take the passengers of sbip Ocean Fagis, Somers, hence (not Liverpool), Sept 14.

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MARIE.—Arr March 22, schr Polar Star, Pearson, for Mork for San Francisco arr Jan 31, tepg (nature of damage not reported); Golden Eagle, Fabons, from Beaton for William from Rio Grande arr 14th; Reporter, M'Donald, from Fernanduco d

Home Ports,

ALEXANDRIA -- Arr March 31, schr Elda, NYork. Eld.
chrs Z Stratton, Studams, Stamford Ct. Virginia, Haald. schrs Z Stratton, Studams, Stamford Ct; Virginia, Heald, Fall River; Jas Barret, Cobb, Botton; April I, schra Lucy Ann, Ireland, NYork; G Anderson, Frost; T Page, Weaver, Stag, Townsend, and T Ireland, Somers, NYork.

BALTIMORE—Arr April 2, brig Chief, Smith. Trinidad de Cuba 17th ult; schra Anna Hincks, Case, Clenfuegos 14 days; Garland, Seaman, NBedford; Mary Tyson, Jones, NYork. Cld bank Robert Pennell, Smith, Rio Grande, Brazil; brigs Sea (Br), Trimmingham, West Indies; B K Reece (Br), Tuzo, Bermuda; Vincennes, Heard, Portsmouth, NH; Braganza, McIntyre, Bath, Me, via Choptank river; schrs Sonora, Huffington, Spanish Main, via Savanna la Mar, Jam; Chas Colgate, Seaman, NYock; M Sewall Loud Boston; Mary Reed, Newcomb, NBedford; Astrea, Pine, Pembroke, Me.

BEVERLY—Sid April 1, schr Gen Taylor, Jones, New York.

via Navanna ia Mar, Jam; Chas Colgate, Seaman, Nyork; M Sewall Loud Boston; Mary Reed, Newcomb, NDedford; Astrea. Pine, Irembroke, Me.

BEVERLY—Sid April I, schr Gen Taylor, Jones, New York.

BOSTON.—Cid April 2, brig Ann Elizabeth, Kendriek, Alexandria; schr Silas E Hand, Kelly, Philadelphia. Sl April 2, stimr City of New York, brigs Etewaedo, Wappoo; 3, ship Robe Fatten; barks Gipsy, Horace, Elm; brigs Edwin, St Lawrence; schrs Lowell, Alvarado. Bark Wyandotte and brig Civilian, started, but anchored in the Roads on account of head wind.

CHARLISTION.—Arr March 31, bark Chester, Gage, Philadelphia; schr Isabella, Gage, Havana. In the office girl Fosten, Richardson, from Boston. Cid ship Camden, Gadd, Nyork; bark Massachusetts, Hanson, Havre; brig Foster, Cumming, Providence, RI; schre Sol Sattery, Jenes, and L. dia. Rogers, Nyork. Sld schrs State of Maine, Mosman, a Northern port; Elizabeth Helen, Hedley, Nyork.

EASTPORT—Sld March 23, brig S G Bass, Winchester, Alexandria; 25th, schre Boston, Knight; Tomah Lewis, and Alice, Mowe. Pile, Philadelphia; 27th, Olive, Hunt, New York; 28th, William Silver, do; 29th, brigs Carryl, Petitagill, Alexandria; Geo Russell, Rumery, Philadelphia; Jit, Kalos, Mathews, Wilmington, N. C. EAST MACHIAS—Arr March 25, schr Wescogus, Addiarn, for New York.

GALVESTON—Cld March 18, ship S F Austia, Moss, N. Ork.

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GALVESTON—Cld March 18, ship S F Austia, Moss, N. York, Schem, Thiasher, N. York; sloops George Washington, Warren, do; 28, Jane Maria, Dolbeard, O. Sld 3d, steemer Seneca Chalker, NYork; show, K. Chrik, Albany; Sachem, Thiasher, NYork; schra Rusbon, Jane, Richard Morse, Dinsmore, Norse, Jane March 21, schr Mary Jane, Nickerson from Warcham for NYork.

NEW HAYEN—Arr April 2, schr Mary Jane, Nickerson from Warcham for Nyork; schr Sandel, (Norway). Below, ship Carnadia, Sid Assandia, Sid Schr, Ship West Pein

St George; A Heaton, Terry, NYork; Sharon, Thatcher, Boaton.

EAVANNAH—Arr March 31, Br steamship Conway, Sawyer, Navy Bay and Jamaica; brig Excel Talman, N York; schr Edipne, Gosiee, do. Cld bark Lulan (Br), Pattereon, Pictou, N S. WECASENT—Sid March 31, bark Peri, Curtis, Havama. Cld April 1, brig Hesperus, Chase, do. WILMINGTON, N C—Arr March 20, schr H Hallock, Pew, NYork; 31st, brig Chas Thomas, Sanders, Boston; schrs Rendeuskeag, Haskill, do; Gazelle, Goomb, Soarsport; Belle Croole, Fannaworth, Camidan. Cld 31st, brig Helen Hayden, Smith, Bavana; schr Henriette, Kees,